Amendments to the Specification:

Please make the following amendments to paragraph [0029] of the specification:

[0029] Referring now to Figure 1D, the wing 143 can be rotated upwardly (as indicated by arrow R) until forward and aft spars 144 of the wing 143 are aligned with corresponding spar receptacles 145 in the wing stub 142. In one aspect of this embodiment, the operator can rotate the wing 143 by engaging only the wing gripper 119, reducing the likelihood for contaminating the wing surfaces with debris and/or damaging the wing surfaces. Once the spars 144 are aligned with the corresponding spar receptacles 145, the operator can slide the wing gripper 119 along a track 122a (shown in broken lines) located on the inner surface of the section 122 of the container 111 to insert the spars 144 into the corresponding spar receptacles 145, as indicated by arrow S. Accordingly, the motion of the wing gripper 119 is constrained to be along a gripper guide path. For purposes of illustration, communication lines (such as electrical cables) which run between the fuselage 141 and the wing 143 are not shown in Figure 1D. These lines can include sufficient extra length to allow the wing 143 to be moved toward and away from the fuselage 141 during assembly and disassembly, and take-up devices such as reels or spring-loaded loops to adjust the lines appropriately.

Please make the following amendments to paragraph [0095] of the specification:

[0095] In another embodiment, illustrated schematically in Figures 12A-12E, the aircraft 140 can be disassembled and stowed in a manner that is generally the reverse of the method described above with reference to Figures 1A-1E. Accordingly, (referring first to Figure 12A), the aircraft 140 can be attached to the cradle 116, with the container 111 fully assembled except for the container top 113 (not shown in Figure 12A). The wing retainers (which connect the wings 143 to the wing stub 142) can be accessed for removal by opening the hatch 147 positioned in the wing stub 142. As shown in Figure 12B, an operator can detach the wing 143 from the wing stub 142 by translating and rotating the container section 122 to engage the gripper 119 with the wing 143. The operator can then slide the gripper 119 along ~~a~~ the track 122a (shown in broken lines) on the inner surface of the container section 122 to withdraw the spars 144 from the spar receptacles 145, and to fully release the wing 143 from the rest of the

aircraft 140. The wing 143 can then be folded downwardly against the inner surface of the container section 122, as shown in Figure 12C, and the container section 122 can be pivoted back into position as shown in Figure 12D. The foregoing steps can be repeated for the other wing 143 to complete the disassembly of the aircraft 140. In one aspect of this embodiment, the wings 143 can be offset longitudinally from each other when stowed so that the stowed winglets 146 (if long enough) do not interfere with each other within the container 111. Referring now to Figure 12E, the cradle 116 can be lowered into the container 111 and the top 113 placed on the container 111 to complete the stowage operation.

Please make the following amendments to paragraph [00100] of the specification:

[00100] From the foregoing, it will be appreciated that specific embodiments of the invention have been described herein for purposes of illustration, but that various modifications may be made without deviating from the spirit and scope of the invention. For example, the systems described above can be used to store, launch and recover aircraft having arrangements different than those described above. In other embodiments, these systems can handle projectiles or other airborne devices. Further details of related systems and methods are described in the following co-pending U.S. Applications, filed concurrently herewith and incorporated herein by reference: U.S. Application No. ~~_____~~, 10/758,943, filed January 16, 2004, entitled "Methods and Apparatuses for Capturing and Storing Unmanned Aircraft, Including Methods and Apparatuses for Securing the Aircraft After Capture" (Perkins Coie Docket No. 36761-8002US01); U.S. Application No. ~~_____~~, 10/758,948, filed January 16, 2004, entitled "Methods and Apparatuses for Launching Unmanned Aircraft, Including Methods and Apparatuses for Transmitting Forces to the Aircraft During Launch" (Perkins Coie Docket No. 36761-8003US01); U.S. Application No. ~~_____~~, 10/758,956, filed January 16, 2004, entitled "Methods and Apparatuses for Capturing and Recovering Unmanned Aircraft, Including Extendable Capture Devices" (Perkins Coie Docket No. 36761-8004US01); U.S. Application No. ~~_____~~, 10/759,742, filed January 16, 2004, entitled "Methods and Apparatuses for Launching and Capturing

Unmanned Aircraft, Including a Combined Launch and Recovery System" (Perkins Coie Docket No. 36761-8005US01); U.S. Application No. _____, 10/759,545, filed January 16, 2004, entitled "Methods and Apparatuses for Capturing Unmanned Aircraft and Constraining Motion of the Captured Aircraft" (Perkins Coie Docket No. 36761-8006US01); U.S. Application No. _____, 10/758,940, filed January 16, 2004, entitled "Methods and Apparatus for Capturing and Recovering Unmanned Aircraft, Including a Cleat for Capturing Aircraft on a Line" (Perkins Coie Docket No. 36761-8007US01); U.S. Application No. _____, 10/760,150, filed January 16, 2004, entitled "Methods and Apparatuses for Launching Unmanned Aircraft, Including Methods and Apparatuses for Launching Aircraft with a Wedge Action" (Perkins Coie Docket No. 36761-8012US01); and U.S. Application No. _____, 10/758,955, filed January 16, 2004, entitled "Methods and Apparatuses for Launching Unmanned Aircraft, Including Methods and Apparatuses for Releasably Gripping Aircraft During Launch" (Perkins Coie Docket No. 36761-8013US01). Accordingly, the invention is not limited except as by the appended claims.